

The Crown

Storm King Power Squadron

Loyal Unit* Of The United States Power Squadrons®



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Volume 36 September 2008

District 2



COMMANDER'S MESSAGE

Cdr. George P. Ghirlando, AP



Now is the time for all good members to come to the aid of the squadron. It is that time of year when our future soon changes into new hands. We must all be a part of it.

"This is the Hour of Decision!"

Rev. Billy Graham

Greetings! Yes, Billy Graham has often been heard saying, "This is the Hour of Decision!" As the summer ended these words came to mind several times lately. Many of us are facing hard choices in our lives now-a-days. The present state of affairs has forced us to give pause to consider the choices we need to make about our lives. I see many boats for sale, and cars, and houses. People are talking about whom to vote for in November. Decisions. And we here at the Storm King Power Squadron also, as a membership, must make some very important decisions about our future and our future leaders. The nominating committee, P/C Rose Moskowitz, P/D/C Wayne Garnsey and P/C Manny Sangervasio, are seeking interested parties who wish to join the bridge. They are now taking under advisement names of those members who wish to participate with us. All positions are open. And remember, those elected need help, so the secretary could use an assistant, for example. Those in charge of committees need members so that we can have a committee. This next meeting we will be discussing what it means, and asking for your input as we begin our new season. We can be very proud of what all of us have accomplished these past two years, now we must build a strong coalition to help us forge ahead.

Indeed, the breath of the Almighty does blow in strange quarters. Often in the darkest moments, and in the most confusing times we feel the wind of Providence blowing our ship into new horizons we ne'er dare dream. I have confidence in Storm King that we as sailors on the open boat of life will be guided to a safe port.

Have great boating !

Please Note:
October regular meeting
date has been changed to
Wed. October 15th



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The Crown is the official journal of Storm King Power Squadron. Opinions expressed by contributors to The Crown are their own and do not necessarily reflect the opinions or official policies of the Storm King Power Squadron or the USPS®. The award winning SKPS newsletter, The Crown, is produced by the contributions and cooperative efforts of many SKPS members. Any articles, suggestions, and especially criticisms should be sent to Rose Moskowitz, 5 Pinehurst Circle, Monroe, N.Y. We trust you are enjoying the news from your squadron.



Now that the Summer Season is ending -- think safety and be sure when you are on a boat wear your life jacket and be sure that your guests wear them too.

July Rendezvous 2008 Just Fabulous !!!

We had another fabulous annual July Rendezvous at the Hop-O-Nose Marina Fri -Sun. July 18, 19 & 20th. It prove to be another successful event and fun for all - with great food, fun, and friendship. Friday night dinner was wonderful and all who attended enjoyed. All day Saturday we had a great pool party. Since it was so hot we served al meals by the pool and we all relaxed and chilled. Members came by boat and by car. We had a tasty clam bake and bar-b-que along with a very nice Commander's breakfast on Sunday.

Plan ahead for next year third weekend in July at Hop-O-Nose. Contact Pete or Rose to make your reservation.



From the Education Department

by Lt/C Nat Sobelman, P

ABC Boating Course: *Wayne, George, Pete and Nat offered a safe boating course to the members and family of Cornwall Yacht Club on August 6, 7, & 8. Twenty students participated and all passed. We will be offering another ABC Boating Course for interested students at the 84 Diner on Saturday We will have teachers and need proctors to ensure the success of the class. A great big thank you to all members who always attend and helped.*

Seamanship: *Four of our members, DeniseMallon, Tom O'Connor, James Dougherty, and Fred Leischen completed their Seamanship, passed their test, and was finally awarded the grade of S (Seaman).*

Since summer has ended and the fall season begins we are planning many courses and programs for your continuing education -- So ..watch for announcements in October with a whole list of wonderful courses to further your boating education: such as, Seamanship, Piloting , Advanced Piloting, and Engine Maintenance.

For more information, please contact Nat at: nats@hvc.rr.com or 845 386-8810

GREAT NEWS -- AFTER HARD WORK

On Tuesday night, President Bush signed into law "The Clean Boating Act of 2008," which gives recreational boats a permanent exemption for the court imposed EPA discharge permit.

My Trip to Provincetown MA

By Anthony DiStefano, The Beep, AP

My friend Steve and his wife and daughter asked me to sail with them to Provincetown from Wareham, MA their home. Being a trailer sailor I said yes as I had been to Wareham a few weeks ago to leave for Cuttyhunk. But that was another trip.

I was to leave on Friday the 22nd at noon. Well, with work, etc. I did not start trailering till 5pm, which means I would not get there till 10pm. But as luck would have it the tide changed at the Cape Cod Canal at 10:45 to my favor, what more could I ask for? Well part of trailering is getting there and after 2 car accidents holding up traffic I was still in Connecticut, two hours after I started. I called to say I'd be there about 10pm. Then after a rather quick stop I noticed smoke coming out of my driver side trailer tire. Oh No, I blew a bearing (Nick I did put grease in a month ago). I pulled to the side of the road and was unable to get out of the truck, as traffic was that too bad. Twenty minutes later I did get out and the bearings were fine the pin that holds the brake and ball was out so each time I braked it was full brakes. With that fixed I was back on the road and now was planning an 11pm arrival. I called and chose the Sandwich Marina to launch at the west end of the canal this would save me about 3 hours of sailing time and my friend would meet me there, if he left after the call. He did, I launched and off to P-Town on a night sail. It was 25.4 miles to P-Town and of course the wind stopped so it was crank up the iron jenny and off we went at a blinding 6 knots.

We made anchor by 5am in 13 feet of water. I went right to sleep and up at 10am to find that the 13 feet were now 2ft. Good thing I had pulled up the rudders and centerboard and motor. I can just float in 2 ft of water. We spent the rest of the day with a dingy trip to Lands End, the point of the cape, for walking and shelling etc., you know beach stuff.

Then back for dinner and to town. If you have never been to P-Town it is some place where the abnormal is normal. As my son use to say it is the place where boys hold hands with boys and girls with girls. We were not let down! The walk from Flyers dock to town center took us thru the best sites in town and we shopped for about an hour at the Marine Specialty store. Men were dressed in full leather and women were pulling them around on chains, people dressed and looking like movie stars were all over and a 76 year old man in a dress and high heels was pulling a wagon with a speaker singing as he went. He had a sign saying "76 and doing what I want to do". His voice was not that bad. At about 11:30pm we went back to the dink to find that it was high and dry as was the rest of the dock and it was about 75 feet past the dock to the water, so back to town to watch till 1pm then off to the boats for sleep. Sunday was a fun day with bike riding the Race Point Trail and a climbing up the Monument (711 feet, I think) Thank God I got the senior discount. Then some ice cream, another walk around town, dinner and back to the boats after dark.

Monday was going home day. We left at 10am hoping to get to the ramp at 3pm. But the wind was on the nose so I had to tack to go up wind (remember class, tacking etc) after 2 hours of tacking I was 22.4 miles from the marina not a good place to be so it was motor again and at 5pm I got to the dock. Just so you do not think it was an uneventful trip, I ran out of gas at the opening of the canal to the marina. I always keep that extra gallon in the lazerette. The rest was the usual pull the boat, step the mast and tow it home. I had a great time and other than the gas to tow the boat, a cheap time in an expensive town. The best part of the trip was sleeping at anchor; I seem to sleep much better on the boat.



Two of the greatest secrets to a happy life:

Patience & Wisdom...



HEAR YE!! HEAR YE!!

**-- Make your reservations now ---
For the SKPS Annual Holiday Party on Saturday, December 6th at the CYC from 6:30pm to ???
Great catered food and fabulous music by the Two Tones.
Call Pete: 845-440-8385**

SKPS CALENDAR 2008

All Regular meetings start at **7:30 PM** at Cornwall Yacht Club. They are held on the **Second Wednesday of each month.**
 All Bridge meeting start at **7:00 PM** at the Cornwall Yacht Club. They are held on the **First Wednesday of each month.**

<u>Date</u>	<u>Event</u>	<u>Comments</u>
Sept 3	Bridge Meeting	CYC 7:00pm
10	General Membership Meeting	CYC 7:30pm Welcome Back
Oct. 1	Bridge Meeting	CYC 7:00pm
*** 15	General Membership Meeting	CYC 7:30pm ***note date change Nick Stagliano presents
Nov 5	Bridge Meeting	CYC 7:00pm
12	General Membership Meetin	CYC 7:30pm Speaker
Dec 3	Bridge Meeting	CYC 7:00pm
6	Holiday Party	CYC 6:30pm

Suggestions & Comments

by AO Lt/C Pete Skorewicz, P

As was discussed at prior meetings, we always welcome suggestions and comments about SKPS squadron activities. After all, this squadron's strength is composed of the good people we have with many ideas. Always feel free to talk to any bridge members about any questions, comments, or suggestions you may have.. ..



Let's all be the beacon of light that illuminates the way to safe boating!

Here's to a safe and wondrous new season!!

Name tags: -- To place an order please see Manny Sangervasio. It is great to wear your name tag to all our functions. Cost \$8.00 each.

Important Notice --- Scholarship Awards

Each year SKPS awards scholarships to a graduating senior whose parent is a member of SKPS, CYC, MYC, and/or NYC. This year the award for \$250 was given to Maggie Knight who is the niece of our own Tony DiStefano . It's that time to begin thinking about an upcoming graduate and have them apply for this award. For further information and how to apply call Rich Hollahan.



SKPS Burgee's Available

by AO Lt/C Pete Skorewicz, P

If you would like to purchase a SKPS burgee for your boat please let me know. I have 8 left and will be placing another order shortly with the company. The cost on the burgee is \$22.00 each. So if your burgee is worn out or you are a new member and want a burgee please let me know.

SKPS Needs YOU!!

The Education Department is looking for volunteers to help proctor or teach sections of the BoatSmart course. We need new blood and a new voice in our instruction. Even if you have never done anything like this before - we will guide you through the process as you discover how rewarding it can be. Call Nat or Wayne.



A Bird in the Hand **by Bill Burbage, AP**

Remember that old saying: “a bird in the hand”...well I’m about to bring it to a whole new level ! This is actually a story about a bird and a dog ...now before you moan and groan and say “Oh nonot another dog story!!” You just have to read this one !! You can’t make this stuff up folks !!! Now ...anyone who knows me, knows I’m very involved in training and socializing working dogs in a wonderful program called Puppies Behind Bars, inmates in various NYS Correctional Facilities, male and female, raising and training puppies to be future work-ing dogs. Nowwhat I’m about to tell you is the truth and nothing but the truth ...so help me! I have about 30 witnesses to back me up on this!!!! I can name names!

I was asked to come to a small local town library to give a little talk about Working Dogs. My dog Maddie, a 3 year old female black Labrador Retriever is a Certified Therapy Dog with Bright & Beautiful Therapy Dogs, Inc. She has a job, a part-time job..nevertheless this constitutes a “working dog”! Maddie ...since the first night I adopted her at 11 weeks of age from Rescue for Life Labrador Retrie-er Service, Bloomingburg, N.Y....went immediately into the PBB training mode...I thought...hey...it works! Maddie was a wee bit of a challenge as a puppy! She had 3 paws out the door back to the Rescue Service on several occasions! To say she was tough would be an understatement! Several levels of professional dog training classes of 8 weeks each...Canine Good Citizen Training & Testing...8 weeks...the required training and medical certifications and letters of recommendation to become a registered Therapy Dog was a l-o-n-g road!!! Today...Maddie is a wonderful 100 pound companion and working dog. I’m extremely proud of her! So...what better to have with you to give a talk on Working Dogs...than your very own Working Dog! By the way...Maddie had me certified as a Therapy Dog Handler because she needed a chauffeur and luggage handler! We’ve been together in public and I know what to expect from her in various tricky situations. Once I put her TD identification card and jacket on her...it’s time to “work” and she’s all business!

Comes the night of our public appearancewe drive to the Library...in the parking lot is a Cable T.V. vanno big deal...can’t be for us! It was!!! The moment Maddie and I start walking toward the entrance, the cameraman (sole act) approaches us with microphone in hand and the camera running...several guests meet us...Maddie’s the attraction of course. Everyone wants to pet and greet Maddie...I must say she handles being a celebrity very wellthe impromptu questions begin! Butterflies are churning! We get through itI’m just hoping I didn’t come on as a babbling idiot! Maddie was fineshe didn’t have a talking part! We go inside and there’s an audience of about 30 people ...they’re all smilinggreeting us warmlydazzled by the big Lab and her chauffeur & baggage handler.... Cable cameraman still with uscamera rollingfinally he says “I can’t stay for the presentation” and leaves. NowI can relaxjoke a bitwarm up the crowdMaddie lies down on the floorstretches out “another boring lecturethink I’ll nap through this one”! I’m talkingpeople are laughing at my punsI’m enjoying thisbutterflies now gonealrightI hear a squeak noise coming from Maddie’s directiona woman in the group is holding a squeaky bird toy in her handMaddie sits upthe woman puts the toy bird on Maddie’s nosethe toy movesit’s a real bird!!! My heart’s in my mouth!! Am I seeing what I’m seeing?? It’s a parakeet!! OhMaddiePLEASEremain calmdon’t eat the bird !! The woman practically pries open Maddie’s mouththe audience is in awe.. “What a good dog..look how calm she is!” I’m about to faint!! “Lady ...Maddie’s a BIRD DOG...what are you thinking”?? To Maddie’s credit...she was completely unfazed by “the bird in the puss” routine....calm....she realized it wasn’t a treat being offered !! Went back to sleep! We finished up our presentation with applauseactuallyI think they were applauding Maddie! I got the chills later on the way home just thinking about this incident going all wrong and the fine work by Therapy Dogs everywhere being set back 100 years! This would have made national T.V. “Therapy Dog Eats Parakeet.” I can tell many unbelievable amazing stories about people meeting and greeting working dogs in training and the dumb things they sometimes dobutthis one takes the cake! The Handler must always be on high alert to make sure these encounters are always pleasant and uneventful for the dog and the human “testing the waters”so to speak.....water dogget it!





Stunning Alaska

By Bill and Amy Denison

As the summer comes to a close, we are still remembering the 10 days in June we spent on a 65 foot converted Irish wood trawler Urr built in 1972 and weighing in at 100 tons. When we left New York it was the height of a short heat wave where temperatures climbed to near 100 degrees. After 2 days traveling on the airlines (that is another story) we arrived in Petersburg, AK and met Josh, our captain, and crew of Emily and Gerri.

The one thing that was the best part about the trip was that there was daylight from about 4AM to 11 PM. So there was lots of time to play and we always went to bed tired and it was easy to sleep in the small bulks below deck. Each day started early and sometimes the engines were started before we arose and we would have breakfast underway as we kept watch for wildlife.

Whales became a very common sight and Josh got quite good at sneaking up on them as we coasted through the water with our engine in neutral. The humpback whales would broach, give us a tail wag and then would be gone for several minutes. Dahl dolphins would also play in our bow wake. They are perhaps the fastest swimmers in the dolphin family. The salmon run had just started when we finished our trip, so, we spent our evenings at anchor fishing for halibut or anything else that would bite the hook. I had the pleasure of catching a small 14-pound Halibut, which made a great meal that Gerri cooked for us that night. The record halibut is just over 400 pounds. One of our friends caught a yellow eye, which is a cousin of the red snapper. Our fishing success was catching Alaska shrimp and Dungeness crab. After one night of the trap soaking it was hauled up with about 150 shrimp. We were also given a lesson how to clean these delicious creatures.



Typical Alaska fishing attire

Bears were sighted a few times as we cruised. They would come to the the waters edge to eat grasses, berries or fish. We had the treat of seeing a mother and her 2 cubs. When going ashore for nature walks we had to be very vigilant not to surprise an unsuspecting bear. We made a lot of noise and Josh carried a 12-gauge just in case.

Eagles became a common sighting. We would watch them sitting in tall spruce trees looking over the water for food. Then they would fly from the treetops and dive into the water with talons extended and then fly off with a small herring and feed their mate. We discovered that eagles mate for life

Ursa Major at a quiet anchorage

Our trip ended at the town of Sitka, which has a Russian influence and we spent the day sight seeing before returning to the more hurried pace of New York.



To all members of Storm King Power Squadron by Lt/C Bill Zink, AP

As you know, each year we vote for the officers on our Bridge. The bridge is actually the executive committee that contains mandatory positions for the squadron to operate.

Each year the nominating committee looks for candidates that wish to become involved in this level of activity. We try to fill positions that either become vacant or give our membership a choice of candidate by vote. In addition to the Bridge, there are various committees that require involvement.

Some of these positions are grooming positions that offer knowledge and experience to move up toward Commander. New blood is critical to prevent stagnation. As you have seen over the years, each new Commander has brought his or her own flavor to the squadron and meetings. I have been a member for about 6 or 7 years and have seen 3 different Commanders. Each one has shown dedication and total commitment to make involvement in this squadron enjoyable and educational. As one leaves another follows to continue, adding their own personality to the office. I urge each of you to look at why you attend our meetings, and what you could do to bring about change, or enhance what we do.

With that said, after 5 years as Secretary for this squadron, I will be stepping down from the Bridge at our next Change Of Watch in March. The Secretary position is vital for keeping records of all that we do. The position works in unison with all of the Bridge members, which works within the boundaries of our Charter, to make involvement interesting and fun. Perhaps, in a few years I will be back on the Bridge, but for now I have other responsibilities that are keeping me occupied. I shall remain a member and do what I can to offer assistance and involvement.

If anyone has any interest in carrying on the tradition and "blueprint" I have established in this office, please speak with me or anyone on the Bridge. Everything has been saved on Microsoft products which would make a transition very easy. As I mentioned, the next Secretary will, no doubt, add his or her flavor and take on the way things will be done



WHAT'S THE MEANING OF THIS?

by Cdr. George P. Ghirlando, AP

Galoot. Those of you who have been reading this column over the years know of my fascination with researching words and expressions that we use on land that have nautical origins. There are literally thousands of them. I am always surprised when I find a word that I think could not possibly have a nautical origin, only to find out with some research that I am wrong. That happened the other night. I decided to grab a few minutes and watch old b&w western with the late actor Gabby Hayes. Remember him? What a delightful character. In the film, there was a moment when an female called the old cowboy a "galoot." "Eureka!" I yelled, "Here is a word that could not possibly be from the nautical lexicon!" A little research later I found one book that stated that, it is "a military expression of unknown origin ...that was defined in the 1812 Dictionary of the Vulgar Tongue by J.H. Vaux as 'an awkward soldier.'" Smyth defined the term in his 1867 Sailor's Wordbook as "an awkward soldier or young, green marine." Galoot is therefore a term of good-natured deprecation used to described an ungainly or awkward person. Do you know a someone is who is a galoot?



Great News on Upcoming Proposed Legislation

by: Cdr. George Ghirlando, AP &
Lt/C Nat Sobleman, P, SEO

At the end of last August, Nat and I attended a press conference at the Peekskill Yacht Club. At the conference Assemblywoman Sandy Galef "introduced boating safety legislation (A11284/S80730) with Senator Morahan that requires all boat operators to possess a boating safety certificate. The New York State approved boating safety course is currently required of all personal watercraft (jet skis) operators. Approved boat safety courses provided ...through a variety of venues including New York State Department of Parks, Recreation, and Historic Preservation, United States Coast Guard Auxiliary, U.S. Power Squadron, various municipalities, and local boat clubs.

Several states including New Jersey, Connecticut, Alabama, District of Columbia, New Hampshire, Oregon, Virginia, West Virginia and Wisconsin, already require that the operator of a boat possess a certificate showing that he or she has passed an approved boating safety course. The National Association of State Boating Law Administration and the United States Coast Guard have issued recommendations that all states implement mandatory safety boating education." Assemblywoman Sandra R. Galef can be reached at: (914) 941-1111

District 2 Fall Conference 24-26 October 2008



*Holiday Inn Hotel & Conference Center 542
Route 9, Fishkill, NY 12524*

Information and registration form is available at:

http://www.darcy-systems.com/district/2008_10_24-26_Fall_Conference_Fill-In.pdf

or link to

<http://www.usps.org/localusps/d2/>

All members should take the opportunity to attend a district meeting - it broadens ones perspective on USPS and SKPS



***Remember September 11th
Never Forget!***

Ship Called Storm King Power Squadron

Volunteerism is the lifeblood of an organization -- SKPS needs you and your suggestions, your assistance, your expertise, and most of all your ideas, your thoughts.

Please join your fellow boaters on our ship called Storm King and become part of the crew that helps steer this wonderful boating organization on another successful voyage as we enter our 31st year.

*Moskowitz
5 Pinehurst Circle
Monroe, New York 10950*

